

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 18, 2014

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

The WMATA Board approved a capital budget for FY 2015 on May 22, 2014. It included \$25 million from both the Commonwealth of Virginia and local jurisdictions for the Momentum 2025 plan. The total regional commitment is \$75 million for FY 2015.

NVTA 70 percent funds have not been spent yet because the state legislature may add provisions which could affect how these funds are spent. We are awaiting the approval of the final Commonwealth budget.

The Transportation Planning Board is scheduled to release a draft Constrained Long Range Plan this summer, with planned adoption in September 2014. This plan must be approved by this date to allow any federal transportation funds to be expended.

The Commonwealth Transportation Board is scheduled to adopt the FY 2015-FY 2020 Six Year Improvement Plan at its meeting on June 18th. Based upon the inputs of those giving testimony, DRPT has modified the Six-Year Plan. It will provide funds for a New Electronic Payment Program (NEPP) (the successor to WMATA's current SmarTrip Card system) implementation program at the Northern Virginia Transportation Commission (NVTC), and the plan will provide more operating funds to those, such as Alexandria, who are partners in the WMATA compact, by changing the method of counting people using WMATA. The new method counts the number of people who board and de-board in Virginia. The old method only counted the number of times Virginians entered the system.

B. CRYSTAL CITY/POTOMAC YARD (ROUTE 1) TRANSITWAY

Construction is continuing on the Route 1 Transitway. Recent activities included:

- Planting of trees, juniper plants, roses, and other plants
- Installation of station platforms
- Installation of street lighting and pedestrian signals
- Installation of steel structures for the northbound and southbound stations at Route 1 and Potomac Avenue

Upcoming work will include completion of the landscaping, installation of high visibility crosswalks, and installation of shelters. The project will be completed this summer.

Background: During the first round of TIGER grants, the City received \$8.5 million to design and construct the Route 1 Transitway between Monroe Avenue and East Glebe Road. The City compiled additional grant funding and \$5.2 million in local funding to design/construct various elements of the Transitway project. The total cost of the Transitway including vehicles is approximately \$20 million.

For more information on the Route 1 Transitway project please see visit:

<http://www.alexandriava.gov/tes/info/default.aspx?id=58644>

C. LOWER KING STREET MULTIMODAL FEASIBILITY STUDY

Four functional alternatives for the 100 block of King Street are being considered. The alternatives include:

- Do nothing/existing configuration
- Open to traffic
- Pedestrian only street
- Pedestrian only street with transit access

The alternatives have been evaluated against goals and values that were developed with community input (see exhibit on next page). At a public meeting on May 29, 2014, the alternatives were presented for public comment. In addition, an overview of the project purpose and goals, summary of the civic outreach conducted to date, existing conditions and key issues identified, as well as the design options for the alternatives were discussed. After the presentation, attendees were asked to fill out a comment form to provide feedback and preferences on the information presented. While input varied at the public meeting, there was significant oral comment regarding the potential impact of removal of on-street parking to adjacent residential streets. Attached is a Civic Engagement summary that has been conducted for the Study. The project will include additional outreach this summer, and refinement of alternatives based on public input. Recommendations will be brought to the Transportation Commission, Waterfront Commission, Traffic and Parking Board, and the City Council.

		GOALS & VALUES				
		Increase Walking Space	Increase Outdoor Dining and Retail	Provide Direct and Efficient Trolley Service	Minimize Impacts to Residential Streets	Improve User Comfort and Safety at Intersections
OPTIONS	Existing/No Build (open to all users)			✓	✓	
	Open to Traffic (wider sidewalks or flush)	✓	✓	✓	✓	✓
	Pedestrian Only	✓	✓			✓
	Pedestrian & Trolley Only	✓	✓	✓		✓

Background: In response to the Waterfront Commission recommendation on the Union Street Corridor Study, the City began the Lower King Street Multimodal Feasibility Study in January 2014. The purpose of the study is to analyze and identify impacts associated with various shared street concepts for the 100 block (Union to Lee Streets) of King Street, including limited vehicular access, and improved pedestrian access. The study will identify traffic and circulation improvements, operational and maintenance needs, an implementation timetable and process, and budgetary requirements to convert the 100 block of King Street into a shared street to allow the public to enjoy as a meeting and gathering place, and for dining, shopping, and a range of programmed activities. The study will be coordinated with the other projects in the vicinity including the unit block of King Street. The study will include an analysis of circulation (vehicular, pedestrian, bicycle), trolley access, bus (including tour bus) circulation and pick up/drop off, loading access, parking (on-street, garage access, valet, passenger drop off/pick-up areas), and emergency vehicle access.

D. CAPITAL BIKESHARE

The expansion of Capital Bikeshare in Alexandria, along with other regional and national bike share systems have been delayed as a result of the bankruptcy and new ownership of PBSC. Because the prolonged delays in equipment production, the jurisdictions that own Capital Bikeshare have worked with Alta Bicycle Share to potentially secure gently used equipment. The purchase of the equipment would result in a cost savings to the City, and carries an equipment warranty from the vendor if the used equipment can be secured. It is expected that Alexandria's expansion of eight stations to be located in Del Ray and Carlyle will be completed this summer.

Background: The jurisdictions that own Capital Bikeshare stations - Washington, D.C., Arlington County, the City of Alexandria, and Montgomery County have each contracted with Alta Bicycle Share to operate and maintain the Capital Bikeshare system. Alta Bicycle Share also operates bike share systems in Boston, New York City, Chicago, the Bay Area,

Columbus, and Chattanooga. An equipment and technology supplier to Alta Bicycle Share is Public Bike System Company (PBSC). PBSC, located in Montreal, Canada, filed for bankruptcy protection in January 2014. On April 11, 2014, PBSC was purchased by another company. Staff continues to monitor the transition closely and will share information on the buyer's plans for PBSC and how that will affect Alexandria and the Capital Bikeshare operations and expansion.